

Jan'y 29.

Halibut Sale.

The fare of halibut of sch. Gladiator was not sold yesterday, but was bought this morning by the American Halibut Co. at 10 cents per pound for white and 8 cents per pound for gray.

Jan'y 30.

NEWFOUNDLAND
STILL BLOCKS.
BOND CAUSES DEADLOCK

IN DESIRED FISHERY
LEGISLATION.
CLAIMS FOR DETENTION
OF AMERICAN
VESSELS THE HINDRANCE.

The Newfoundland government has not yet given its assent to the proposed fishery agreement between Great Britain and the United States, and the opinion is expressed in some quarters at St. John's that it will fail. Premier Bond and his cabinet decline to discuss the situation for publication, but it is admitted in government circles that a deadlock exists.

The opposition papers to the premier state that he is unwilling to allow claims of American vessel owners for damages caused by the detention of schooners, to be submitted to The Hague for arbitration.

At Washington there is the gravest concern, for it is admitted that this work of several years, now finally accomplished, really hangs on the action of Premier Bond, and it is plainly intimated that strong pressure must be brought to bear on him, to save the treaty.

That the document is broad and open and does not favor the Gloucester interests is evidenced from the

fact that Washington dispatches state that the action of the Massachusetts senators in approving its provisions can be called nothing short of unanimous.

Washington dispatches farther state that while both the secretary of state and the British ambassador have signed the fisheries treaty, Mr. Root agreed that the convention should not be sent to the senate until the ambassador informed the department of state that the Newfoundland government had approved its provisions. Mr. Root said that he regarded the course of Mr. Bryce as a notable courtesy to himself, as it enabled him to sign the convention in the negotiation of which he had had so large a part. Such a step, Mr. Root declared was almost without precedent and this made it the greater compliment to

Mr. Root explained to the senate from a draft of the convention, its provisions. The explanation was so convincing that there seems to be little likelihood of obstacles to the ratification of the convention, provided, of course, that they are not prevented by Premier Bond.

Jan'y 30.

REVIEW OF
HERRING FISHERY.
RECEIPTS
OF
BOTH FROZEN AND SALT
MUCH BELOW
PREVIOUS SEASON.
PRICES ON SALT BULK
HERRING
SHOWED MARKED INCREASE.

Owing to a much smaller fleet engaged in the Newfoundland herring fishery than last season, the receipts of salt and frozen herring for the present season is considerably less than that of last. Not only has the American fleet been smaller, but the Canadian fleet was also much shortened up in numbers and catch as well.

Last season there were no disasters, but this season two American vessels, sch. M. B. Stetson of Bucksport, Me., and sch. Robin Hood of Eastport, Me., have been wrecked and the British sch. Swallow has been lost with her whole crew of seven men.

Jan'y 30.

The salt herring vessels were bothered greatly the first of the season by scarcity of herring, and indeed at very few times during the whole season were herring what could be called really plentiful as on many occasions in past seasons. This year the vessels had no trouble in getting all the fishermen they wanted and officially and otherwise there was little friction.

Comparative Table.

The following comparative tables will be found of interest:

| | 1908. | 1909. |
|--|--------|--------|
| Number of American vessels engaged | 50 | 43 |
| Number of trips made by American vessels | 50 | 45 |
| Number making two trips .. | 7 | 4 |
| Number cargoes here in British bottoms | 11 | 2 |
| Number of British vessels chartered | 5 | 0 |
| Number of British vessels not chartered | 6 | 2 |
| Number of American vessels lost | 0 | 2 |
| Number of British vessels lost | 0 | 1 |
| Number of vessels frozen in | 0 | 0 |
| Total number of fares at American ports | 68 | 48 |
| Salt Herring. | | |
| Barrels Barrels | | |
| Landed by American vessels | 44,850 | 31,775 |
| Landed by British vessels | 7,861 | 780 |
| Total | 52,711 | 32,555 |

Frozen Herring.

| | Barrels | Barrels |
|----------------------------------|---------|---------|
| Landed by American vessels | 27,515 | 13,735 |
| Landed by British vessels | 5,375 | 1,150 |
| Total | 32,890 | 14,885 |

Grand total, (salt and frozen)

The figures in the above tables refer only to vessels bringing fares to or bound to American ports.

In addition to the Newfoundland herring accounted for in the figures above, two American vessels from Jordan River, N. S., landed 711 barrels of salt herring and 100 barrels of frozen herring at this port.

There are yet three or four cargoes, or part cargoes of frozen herring held at Lunenburg, N. S., in British bottoms, estimated at 2000 barrels, some of which may come to Boston later in the season.

Sch. Alice R. Lawson, now on her second trip, and not having yet reached Bay of Islands, N. F., is not counted in the first table among the total number of trips made by American vessels.

Last season salt bulk herring in cargo lots, brought from \$2.37 1-2 to \$4.25 per bbl., the bottom dropping out of the price before the season was half over. This season the first cargoes of salt bulk herring brought \$4 per barrel, remained firm at that figure for a time, and rose this month to \$4.50 per barrel, believed to be

The Highest Price Ever Paid.

The only exceptions to these prices this season were in two cases, where the two cargoes were sold before the vessels started on the voyage at a stipulated figure; one getting \$3.25 and the other a little better.

Last season frozen herring in cargo lots sold at from \$2.25 to \$3.50 per hundred pounds. This year early pan frozen goods were shipped to fill orders in lots, at \$4 per hundred pounds. Boston is understood to be offering \$2.25 for cargo lots, while two vessels open at New York are getting \$3.50. The supply is very short and of extra fine quality, and with some cold weather, an advance is looked for, as vessel owners generally, are holding on to their goods.

Trade in smoked bloaters has been, and is good, making the salt herring season a profitable one for vessels and shippers. The frozen herring season looks good with the chances of looking better.

Jan'y 30.

BEACH IS THE PEOPLE'S.

We have long maintained that whatever might be the present validity of title of the owners of private estates on the ocean front, the inherent title was in the people at large; i. e., the general public, who might wish to sojourn there for health or pleasure. And so we have urged, that whether or not, the titles in private estates were now valid, the public should see to it that there was no further encroachment; that this much was owed to the public at large.

A decision has just been handed down by the New York court of appeals which indicates that the court is in harmony with the idea that primary rights in the beaches are vested in the public, and that even if private enterprise has encroached upon the water front, it has no right to remain there. The decision was unanimous, and applies to every bit of water front which is reached by the ebb and flow of the tide, and is to the effect that all barriers, such as fences, bulk heads or other obstacle which extends across the beach and prevents walking upon it at high tide, are illegal and must be removed. The court found that any pier or superstructure which prevented the public from free access to the beaches may be removed by the authorities or may become a basis for damages by an owner of adjoining property if it interfere with his bathing, boating, or fishing.

The case which occasioned the decision was the result of an action of tort brought several years ago by John A. Barnes against the Midland Terminal Company, which had built a resort known as "Midland Beach" on Staten Island and erected a wall which shut out the patrons of an adjoining resort and also built a pier which ran across the beach. Under this decision all obstructions will have to be removed so that one can walk from Manhattan to Coney Island without being obliged to make a detour to avoid intermediate resorts.

If this be the law in New York, why may it not be law here? We believe it is; and we doubt very much whether it cannot be extended in application to another set of circumstances.

Jan'y 30.

TIMES FISH BUREAU.

Today's Receipts.

Sch. Galatea, via Boston.
Sch. Romance, via Boston.
Sch. Dictator, via Boston.
Sch. Margaret Dillon, shore.
Sch. Flora J. Sears, shore.
Sch. Edith Silveira, shore.
Sch. Emily Cooney, shore.
Sch. Mary E. Cooney, shore.
Sch. Maud F. Silva, shore.
Sch. Ida M. Silva, shore.
Sch. Viking, shore.
Sch. Emily Sears, shore.
Sch. Clara G. Silva, shore.
Sch. Walter P. Goulart, shore.
Sch. Frances P. Mesquita, shore.
Sch. Catherine D. Enos, shore.
Sch. Juniata, shore.
Sch. Aspinet, shore.
Sch. Richard J. Nunan, shore.
Sch. Winnifred, shore.
Sch. Hortense, shore.
Sch. Mabel E. Leavitt, shore.
Sch. Squanto, via Boston.

Today's Fish Market.

Ground pollock, 55 cts. per cwt.; gutted, 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut, 10 1-2 cts. per lb. for white and 8 1-2 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25

Jan'y 30.

per cwt. for large and \$3.00 for markets.

Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2; Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

Boston Arrivals.

Sch. Washakie, 2000 haddock, 1000 cod.

Sch. Arabia, 70,000 haddock, 5000 cod.

Sch. Hobo, 2500 cod.

Steamer Bessie M. Dugan, 4000 haddock, 500 cod, 500 hake.

Haddock, \$2.50 to \$4.00 per cwt.; large cod, \$3.00 to \$5.50; market cod, \$1.50 to \$4.00; pollock, \$4.00.

Sch. Richard, 22,000 haddock, 12,000 cod, 4000 cusk.

Feb'y 1.

WANTED INCREASE

Skippers of Haddockers at Boston Not Satisfied.

Completely encased in ice and showing the effects of their beat up the bay in the cold, blustering weather, eight of the haddock fleet tied up at T wharf, Boston, Sunday and during last night. Trips of the market boats were light, but good prices helped out a lot.

Sch. Catherine G. Burke, Capt. Willis Daggett, one of the off shore fleet, has a fine fare, 60,000 pounds of fresh fish, 50,000 pounds of which are haddock. Sch. Josie and Phebe has 45,000 pounds, from Brown's bank, with some hake and cusk in the lot.

The shore boats sold their haddock at from \$5.50 to \$6.25 per hundred weight, while large cod brought from \$4.50 to \$7.50 and market cod \$6 per hundred weight.

The off shore trips had not been sold at 8.30 o'clock. Skippers Daggett and Norris not taking a quick liking to the offers for their goods and holding out for an advance. They were offered \$2.25 for old haddock and \$3.50 for new, but thought they ought to get more.

The whole amount at T wharf today is but a small portion of what is needed for the 43 firms, and there will be hardly enough to go around, let alone give the big ones anyway near enough to fill their orders. Monday, with cold and blowy weather, makes an ideal market day for selling fish and the off shore skippers, realizing this, are holding out for the highest possible price. They have certainly earned all they can get for them as they have taken desperate chances to catch the fish.

While no shore boats were expected at T wharf today, the dealers did look for a lot of the big fellows from off shore. These did not show up heavily however, showing that the fleet must be up against the hardest kind of weather on Brown's and LeHave banks and off Liscomb. Quite a big fleet of the off shore vessels has now been out between two and three weeks and they must be coming along in a few days if they have done anything at all.

At this port this morning the sole arrival in sch. Arabia by way of Boston, with about 7000 pounds of cod which she had left over there.

A fishing arrival from off shore would be kind of a surprise here, for the last one to arrive here was sch. Gladiator which got in last Wednesday night with a halibut fare. Since then with the exception of the shore boats dodging in and out there has been nothing doing here in the vessel line.

It is about as dull as can be in the fish catching line, but on the other hand the salt fish trade has begun to pick up and quite a number of men went to work at the various lofts and wharves last week.

Good Stocks.

Sch. Caroline, Capt. William Doyle, stocked \$1400 as the result of her recent haddock trip.

Sch. Dictator, Capt. Fred Thompson, stocked \$2444 as the result of her recent three weeks' halibut trip, the crew sharing \$60.90.

Feb'y 1.

ACTION DELAYED.

Fisheries Pact Still Awaiting Word from Bond.

At official Washington nothing has been heard up to this morning from St. John's, N. F., of any action yet taken by the Bond cabinet regarding the proposed fisheries pact to be submitted to The Hague and now only awaiting the Newfoundland premier's assent to be completed.

The St. John's correspondent of the Halifax Herald, however, wires his paper that the draft of the proposed agreement has not been accepted by Bond's cabinet, but on the other hand, he has submitted a counter proposition for consideration. This cannot be confirmed at Washington.

The London Times in an editorial urges the Newfoundlanders to accept the arrangements made in Washington in the fisheries dispute.

The editorial continuing says, "They can hardly hope to re-open the negotiations at some future date with better support than they have now and they have recognized, like the great powers, that they can only safeguard their own interests by some concession to conflicting interests."

Feb'y 1.

COMMENTS ON THE TREATY.

"Sweet and Glorious."

It is sweet and glorious to see the fishermen of Gloucester rising to the sublime height of peaceful arbitration.—Boston Herald.

Have a Right to be Pleased.

For the last two years, fishermen of Gloucester have baited and fished off the shores of Newfoundland under advice. They have realized that it is better business to be treaty-abiding. It is not unnatural that they should be pleased with the treaty of arbitration of fishery disputes, which was the last important document that Secretary Root signed before resigning office.

The Gloucester fishermen have nothing to lose and everything to gain by arbitration of all disputes that may arise. There are 8000 of these men, hardy, law-abiding and daring. Practically every hour of the day a fisherman enters or leaves Gloucester Harbor. Gloucester salts over 36,000,000 pounds of fish a year. With such great interests involved, her skippers cannot afford to break an international law.—Boston Post.

Feb'y 1.

Notice to Mariners.

Cape Elizabeth Lightship No. 74, took up her regular position off the Cape Wednesday afternoon after an absence of several months, during which time she has been repaired at the Fore River Shipbuilding Co. at Quincy.

The lightship board has established a first class Dahall trumpet at Plymouth, (Gurnet) light station, which will sound in thick or foggy weather blasts of three sounds duration at intervals of 2 seconds. Should the trumpet be disabled, a fog bell will be sounded.

The Marine and Fisheries Department of Canada is placing for testing purposes, explosive fog devices, in the following positions at the entrance of Halifax harbor: Explosive submarine bell buoy, near the present Never Fail gas buoy; explosive signal buoy near Bell Rock can buoy, off Chebucto Head; explosive aerial buoy near the Sisters' bell buoy, off Sambro. All the above will show occulting white lights.

The North Breakers Buoy No. 1 and South Breakers Buoy No. 2, located at the entrance to Ipswich Harbor, are reported to be missing from their stations. They will be replaced as soon as practicable.

Nova Scotia Fishermen Doing Well.

A fisherman who went from here to Canso, N. S., early last December, and has now returned, reports that the big fleet of fishing boats off there, did extra well haddock fishing from December 10 up to a week ago. The high line boat crew shared \$187 to a man, the average share of the men in all the boats being over \$100. The boat that he was in shared \$85 to a man. About all the boats carried four men each, seldom being out over two or three days and fishing not far from land. The fish were landed at Canso and shipped to Mulgrave and from there distributed to Ottawa and other places.

Feb'y 1.

25

Today's Receipts.

Sch. Arabia, via Boston, 7000 lbs. fresh fish.

Sch. Leo, shore.

Sch. Mina 'Swim, shore.

Sch. Annie and Jennie, shore.

Sch. Genesta, shore.

Sch. Reliance, shore.

Sch. Ellen C. Burke, shore.

Today's Fish Market.

Ground pollock, 65 cts. per cwt.; gutted, 60 cts.

Salt Georges cod, large \$4.00, mediums, \$3.00.

Bank halibut, 10 1-2 cts. per lb. for white and 8 1-2 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3.00 for markets.

Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2; Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$3.00 per cwt.

Boston.

Sch. George E. Lane, Jr., 4500 haddock, 1200 cod, 500 hake.

Sch. Little Fanny, 3000 haddock, 1000 cod.

Br. Sch. Clintonia, 1000 bbls. frozen herring, 72 bbls. salt herring.

Sch. Nettie, 1200 cod.

Sch. Quannapowit, 15,000 haddock, 5000 cod.

Sch. Mabel Bryson, 1000 haddock, 6000 cod.

Sch. Josie and Phebe, 20,000 haddock, 10,000 cod, 10,000 hake, 5000 cusk.

Sch. Rebecca, 1500 haddock, 400 cod, 800 hake.

Sch. Catherine Burke, 50,000 haddock, 10,000 cod.

Sch. Evelyn L. Thompson, 6000 haddock, 2000 cod, 1000 hake, 1000 cusk.

Shore haddock, \$5.50 to \$6.25 per cwt.; large cod, \$4.50 to \$7.50; shore market cod, \$6.

Fishing Fleet Movements.

Sch. Lucania was reported at Port Dufferin, N. S., recently, with 55,000 pounds of fresh fish on board.

Sch. Eva and Mildred was at Portland on Friday.

Provincetown Notes.

Only four traps, run by Blatchford, Conwell and Williams' crews, are now fishing. All others—upwards of twenty in number have been removed from the waters. The Blatchford crew took four barrels of bait fishes Wednesday, selling same for seventy-five dollars, the lot.

Fishermen assert that they can get only small hauls of bay cod and haddock on bait other than fresh caught herring or squid.

N. Holbrook has nearly completed a 26-foot long gasoline fishing launch of excellent model at his workshop, Lewis wharf, east end.

Motor sloop Rattler, Capt. Wareham, lost her mast during a heavy puff of wind while out in bay Tuesday forenoon.

Capt. Marion Perry and his crew are at Boston to fit out sch. Rose Dorothea.

Sch. Clara Dinsmore has arrived and taken up a mooring in the harbor, ready to supply boats and vessels with gasoline.

MISSING CRAFT HEARD FROM.

Newfoundland Sch. Vesta, Formerly of This Port Had Been Given Up.

The Newfoundland fishing sch. Vesta, formerly a fishing craft belonging to this port, for the safety of whose crew the gravest fears were entertained, they being practically given up for lost, has been heard from. The craft is lost and crew saved. The vessel went ashore during a heavy gale, near the entrance to Fortune Bay, N. F., and the crew sought shelter in a neighboring lighthouse, remaining there five days, until the gale moderated. Then they got the dories off the wreck and rowed to Grand Bank, N. F., being warmly greeted as ones returned from the dead.

FROZEN HERRING AT BOSTON.

Br. Sch. Clintonia Arrived There From Bay of Islands This Morning.

The British sch. Clintonia, Capt. Emil Mack, of Lunenburg, N. S., arrived at Boston this morning, via her home port, from Bay of Islands, N. F., with 1000 barrels of frozen herring and 72 barrels of salt herring. The fare is sold to Lincoln & Willey.

The vessel was badly iced up. The schooner was here last fall with a fare of salt bank cod.